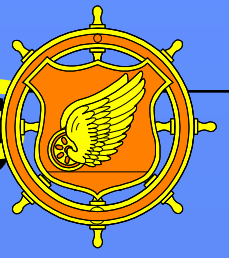




# CONUS HWY OPERATIONS



612-200



# CONUS HWY OPERATIONS



## REFERENCES

- **FM 4-01.011 'Unit Movement Operations'**
  - **Chapter 3 and Appendix C**
  - **Defines convoys, convoy organization, convoy identification**
  - **FM 55-30 "Army Motor Transport Units and Operations":**
    - **Chapter 5 and Appendices E and M**
    - **Convoy control, organization and planning, American Trucking Association Summary of Size and Weight Limits, mobilization movement control**
  - **FORSCOM/ARNG Reg 55-1**
  - **Chapter 7**
  - **Convoy operations and movement control in CONUS**





# CONUS HWY OPERATIONS



## SCOPE OF LESSON

- Convoy Request and Approval Process
- Convoy Procedures

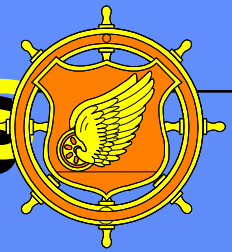




# CONVOY REQUEST AND APPROVAL PROCES



# CONUS HWY OPERATIONS



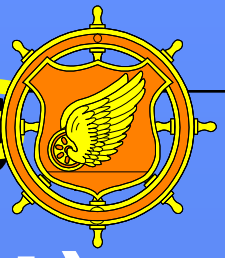
## FACILITATING AGENCIES

- **State Department of Transportation:**
  - Set limits and restrictions for each state concerning vehicle weight, length, width and height to ensure the safety of other highway users and to preclude damage to highways (also bridges, tunnels etc)
  - DOD policy states that vehicle movement that exceeds legal limitations or regulations, or that subjects highway users to unusual hazards (eg, ammunition transportation), **WILL NOT** be made without the permission from regulating state or local or authorities
  - If necessary use other modes (eg, rail) or commercial transporters for over-dimensional/over-weight loads)





# CONUS HWY OPERATIONS



## FACILITATING AGENCIES (Cont)

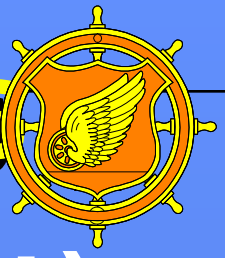
- **Civilian and Military Police:**
  - Coordinated by the UMC
  - Assist at:
    - major intersections
    - entrances/exits to interstates, highways etc
    - densely populated and industrial areas
    - entrances/exits to rest areas (halts)



**Ref: FM 4-01.011, p.C-9**



# CONUS HWY OPERATIONS



## FACILITATING AGENCIES (Cont)

- **Military Surface Deployment And Distribution Command (SDDC)**
  - Commander SDDC is the designated DOD executive agent in public highway matters
  - Coordinates highway policy & related matters between military & civilian authorities
  - Takes action to resolve denial of permits

**Ref: FM 4-01.011, p.C-9**



# CONUS HWY OPERATIONS



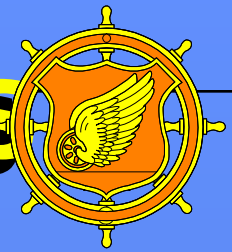
## STATE MOVEMENT CONTROL CENTER (SMCC)

- Located within the State Area Command (STARC) in each state and headed up by the Defense Movement Coordinator (DMC)
  - Processes convoy requests
  - Deconflicts all AC/ARNG/AR convoys using MOBCON (Mobilization Movement Control - computer system used to centrally control convoy movements)
  - Provides interface between military and civilian (DOT) agencies that control the use of highways, tunnels, & bridges for the coordination of
- Ref: FM 55-36, Appendix M-2  
convoy movements





# CONUS HWY OPERATIONS



## STATE MOVEMENT CONTROL CENTER (SMCC) (Cont)

- Coordinates all AC/ARNG/AR convoys that originate within their states
  - Receives DD Form 1265 (Request for Convoy Clearance) and sends back a Convoy Movement Order (CMO)
  - Receives DD Form 1266 (Special Handling Permit), sends to appropriate civil agencies and then sends back the appropriate Special Hauling Permits (permit allowing the movement of over-dimensional/over-weight vehicles on

Ref: FM 33-30, Appendix M-2 and FM 4-01.011, p.3-2



# CONUS HWY OPERATIONS



## UNIT MOVEMENT COORDINATOR (UMC)

- Receives request for convoy clearances and special hauling permits from the unit and staffs them to the SMCC
- Coordinates installation support for convoys
- May approve local convoy requests for prearranged short routes commonly traveled in the local area (only with the concurrence of the

Ref: FM 4-30, Appendix M-2 and FM 4-01.011, p.3-2



# CONUS HWY OPERATIONS



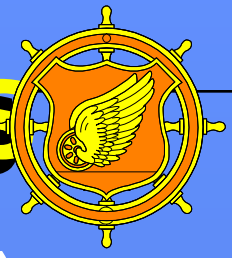
## REQUEST PROCESS

- **Active Component:**
  - UMO submits DD Form 1265 (Request for Convoy Clearance) and DD Form 1266 (Request for Special Handling Permit) to the Installation Transportation Office (ITO)
  - Within ITO request staffed by Unit Movement Coordinator (UMC). After request validated passed to State Movement Control Center (SMCC)
  - Requests must be submitted by the UMC to the SMCC 10 days prior to convoy movement during peacetime)

**Ref: FORSCOM/ARNG 55-1, p.48**



# CONUS HWY OPERATIONS



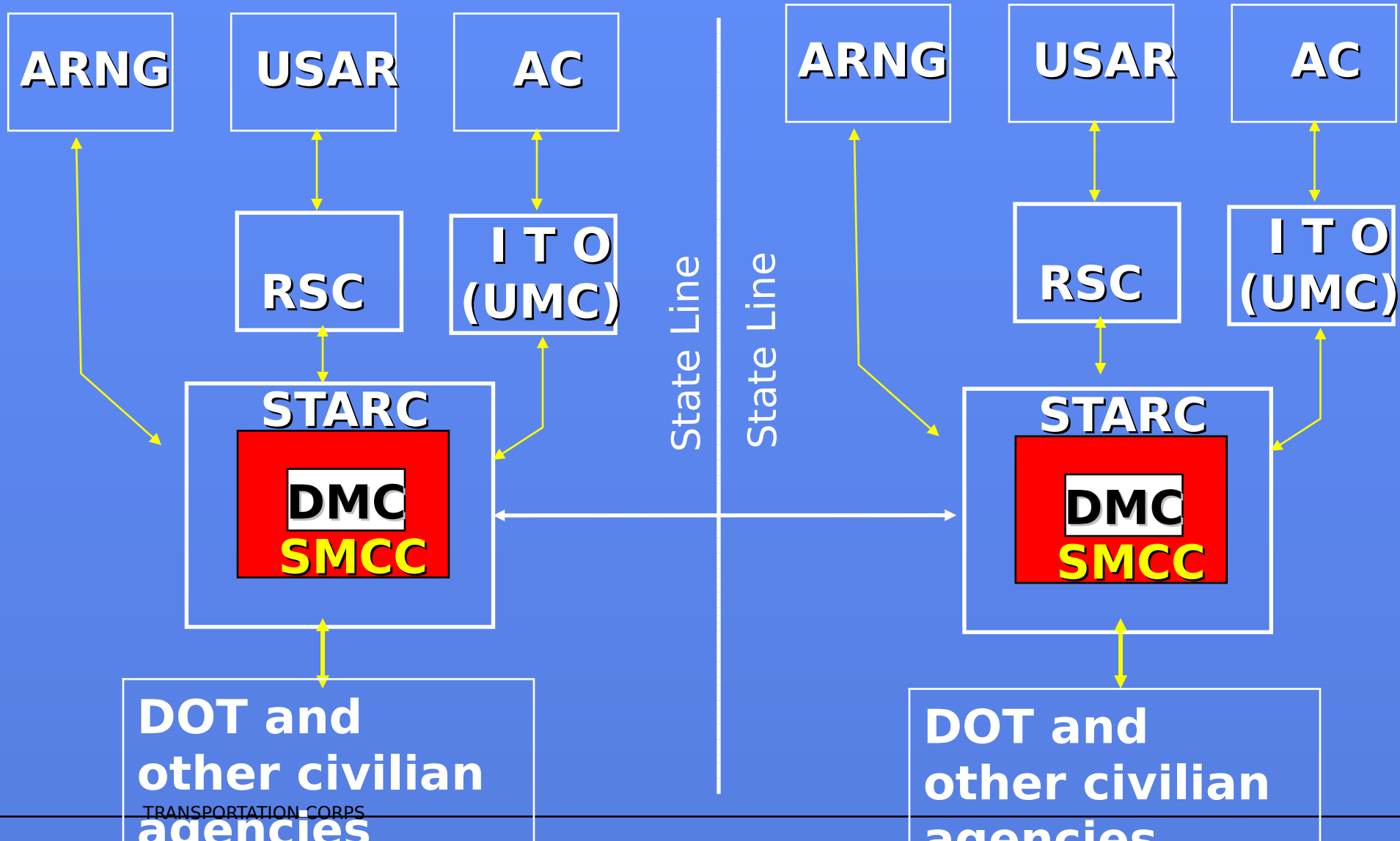
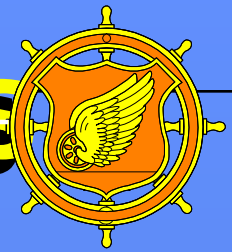
## REQUEST PROCESS (Cont)

- **United States Army Reserve:**
  - Units staff requests (DD Forms 1255 and 1266) through their Regional Support Command (RSC)
  - After request validated passed to the appropriate SMCC
  - Requests are to arrive at the SMCC 45 days prior to convoy movement during peacetime
- **Army National Guard:**
  - Unit staff requests (DD Forms 1255 and 1266) directly to the SMCC
  - Requests are to arrive at the SMCC 45 days prior to convoy movement during peacetime)

**Ref: FORSCOM/ARNG 55-1, p.48**

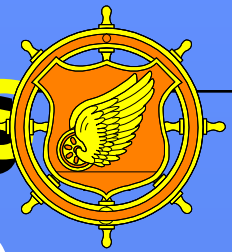


# OVERVIEW OF REQUEST/APPROVAL PROCESS IN CONUS





# CONUS HWY OPERATIONS



## CONVOY MOVEMENT ORDER (CMO)

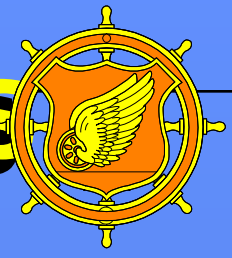
- Returned to unit from the SMCC through the UMC
- Consists of:
  - Convoy details (Paragraph 1)
  - Specific route and time schedule (Paragraph 2)
  - En route reporting requirements (if any) (Paragraph 3)
  - Remarks (Paragraph 4)
- Routing and times requested on DD Form 1265 may differ to that detailed on the CMO - so check to ensure the CMO meets mission requirements
- CMO is valid only for the route and time designated (deviations must be authorized by DMC). May be a ten minute gap between convoys so meeting the CMO timings is critical

Ref: FM 55-30, Appendix M-3





# CONUS HWY OPERATIONS



## CONVOY MOVEMENT ORDER (CMO) (Cont)

- Contains the Convoy Clearance Number (eight characters): identifies the convoy for its entire movement (even if it crosses state lines)
  - Two letter abbreviation of the issuing state (eg VA for Virginia)
  - Five Digit Control Number. First digit represents the year, next four digits represents the numerical sequence of CMOs processed by the SMCC for that year
  - A one letter type of movement designator
    - \* 'S' = outsize/overweight vehicles
    - \* 'E' = explosives

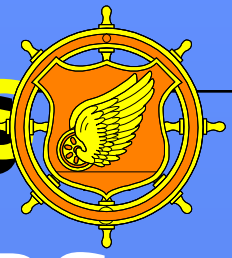
Ref: FM 55-30, Appendix M-3

TRANSPORTATION CORPS

\* 'H' = hazardous cargoes  
\* 'C' = all other convoys



# CONUS HWY OPERATIONS



## CONVOY CLEARANCE NUMBERS

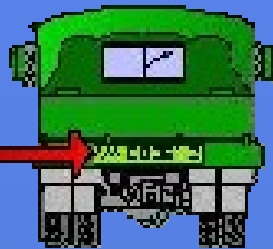
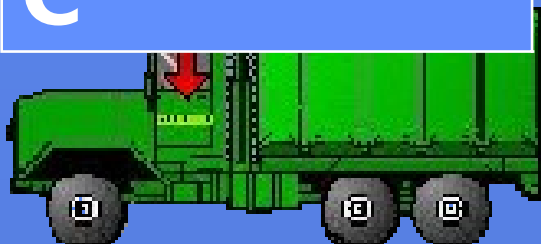
VA 10167 C

State Designator  
(Virginia)

Control Number  
(167th request of 2001)

Movement Designator  
(Regular Convoy)

VA 10167  
C



### CNNs displayed as follows:

- Both sides of each vehicle
- Front and back of each vehicle (if possible)
- Top of the hood of lead and last vehicles of each march element

Ref: FM 4-01.011, p.C-1

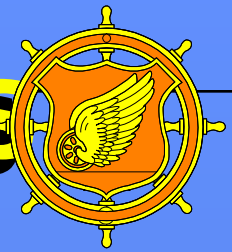
WA00378C







# CONUS HWY OPERATIONS



## MANUALLY PREPARED

### CCNS

- For AC units, the ITO/JMC may provide, with prior coordination with the DMC, a local CCN comprised of 10 digits & 4 sections:
  - A 2-letter location (post or state) identifier (where convoy originates)
  - A 4-digit Julian date
  - A 3-digit sequence number
  - A one letter type movement designator

FE 0059 039 C

Ref: FM 4-01.011, p.C-11



# CONUS HWY OPERATIONS



## MANUALLY PREPARED CCNS (CONT)

- **Example:**

The 39th local convoy originating at Ft Eustis in Virginia on 28 February 2000 will be assigned convoy number

**FE 0059 039 C**



# CONUS HWY OPERATIONS



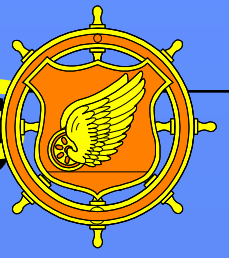
## SUMMARY

- **Facilitating Agencies**
- **Request Process for DD Forms 1265 and 1266**
- **Convoy Movement Orders (CMO)**
- **Convoy Clearance Numbers (CCN)**





# CONUS HWY OPERATIONS



On  
Learnin  
g



# CONUS HWY OPERATIONS



## On Learnin



**Question 1:** Within each State, what military official is the convoy approval authority for all DOD highway movements, Active and Reserve, that starts movement within that state?

**Answer 1:** The State Defense Movement Coordinator (DMC) is responsible for approving convoys that begin within their state



# CONUS HWY OPERATIONS



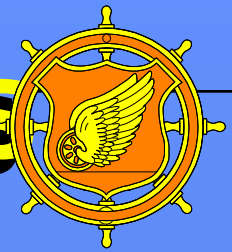
## On Learnin

**Question 2:** What Army Installation Staff position is responsible for coordinating and processing unit convoy requests?

**Answer 2:** The UMC (normally located in the ITO office) coordinates and processes convoy requests



# CONUS HWY OPERATIONS



## On Learnin g

**Question 3:** What form is used to obtain special hauling permits for movement of oversize/overweight vehicles over public highways?

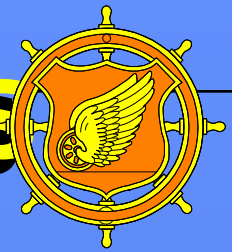
**Answer 3:** DD Form 1266, Request for Special Hauling Permit



# CONVOY PROCEDURES



# CONUS HWY OPERATIONS



## CONVOY PLANNING

- Convoy planning of a unit's personnel, supplies, and equipment rests with you

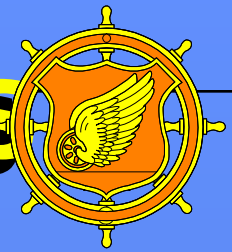


- There are many considerations that impact convoy planning and preparation





# CONUS HWY OPERATIONS



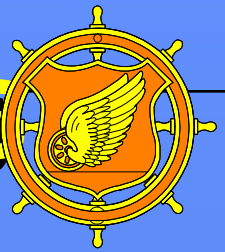
## MOTOR CONVOY DEFINITION

- Group of military vehicles organized for the purpose of control and orderly movement. Defined as:
  - Any group of six (6) or more vehicles proceeding together under the control of a single commander
  - 10 or more vehicles per hour dispatched to the same destination using the same route
  - Any one vehicle that requires a Special Hauling Permit (DD Form 1266)

**Ref: FM 4-01.011, p.C-1**

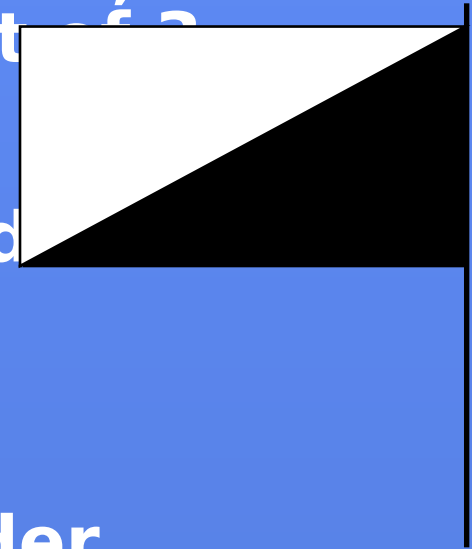


# CONUS HWY OPERATIONS



## CONVOY ORGANIZATIONAL ELEMENTS

- A convoy commander can better control a convoy if it is broken down into smaller, more manageable groups. Convoys consist of 2 elements:



- March Column /Convoy Commander
  - Serial/Serial Commander
  - March Unit/March Unit Commander
- If possible, convoys are organized along organizational lines (battalion, company, platoon)

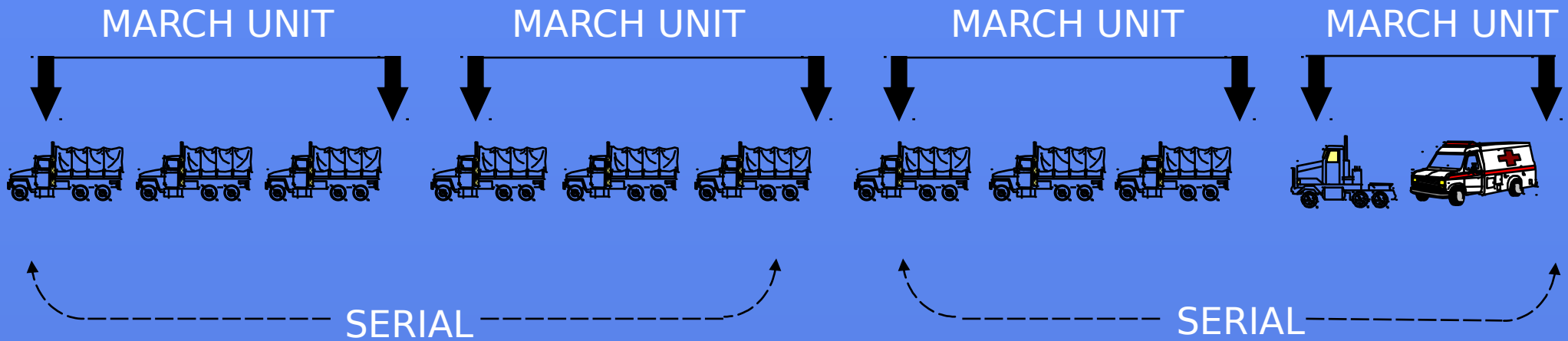


# CONUS HWY OPERATIONS



## CONVOY ORGANIZATIONAL ELEMENTS (CONT)

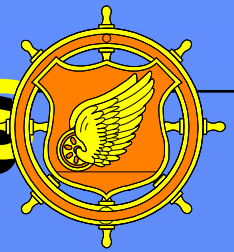
(usually  $\leq 20$  vehs)



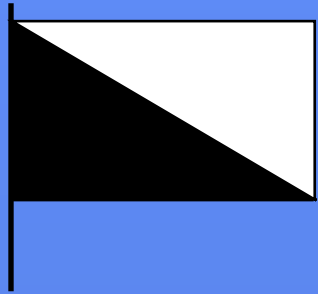
Ref: FM 4-01.0.11, pp.C-6/7



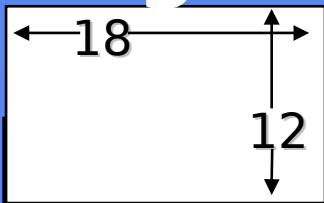
# CONUS HWY OPERATIONS



## CONVOY IDENTIFIERS



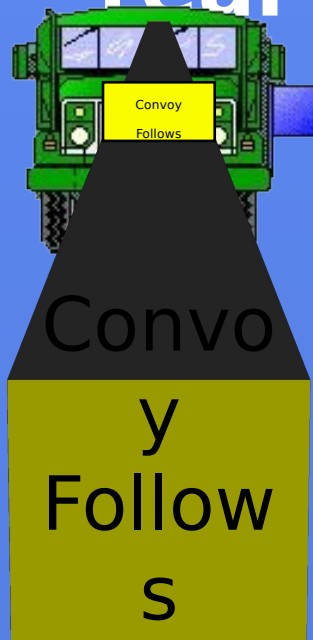
- Commander's flag



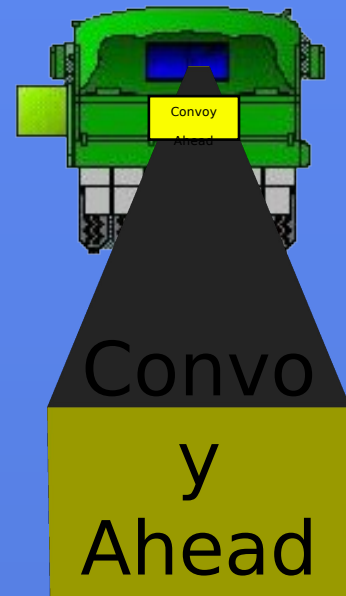
- Size of convoy flags



- Flags must be displayed on left side of vehicles front or rear



Lead blue flag  
Rear green flag





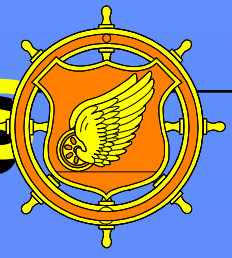


CONVOY FOLLOWS

WAGON  
KIRKPON  
KIRKPON

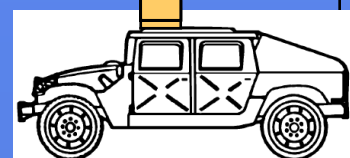
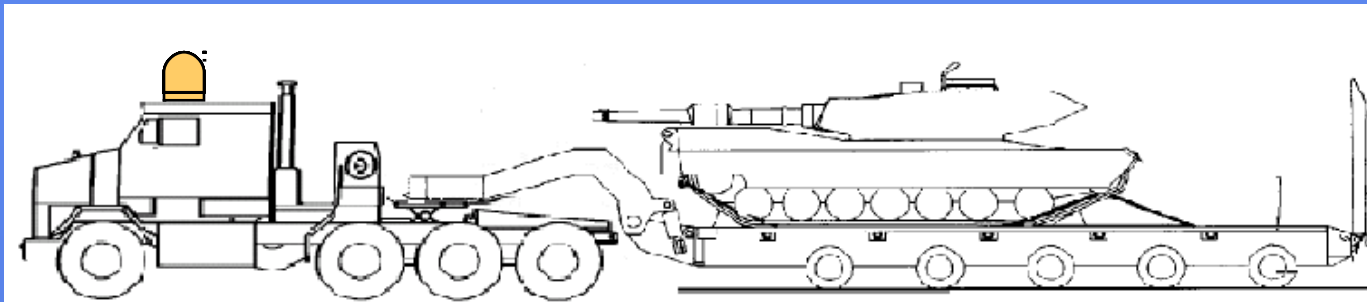
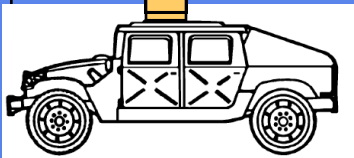


# CONUS HWY OPERATIONS



## CONVOY IDENTIFIERS (CONT)

- Rotating amber warning light placed on oversize or overweight vehicles and the first and last vehicles (usually the escort vehicles) in their march element

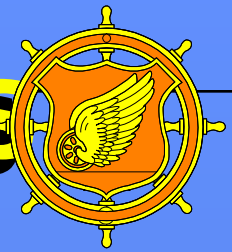


Ref: FM 4-01.0.11, pp.C-12





# CONUS HWY OPERATIONS



## THREE FUNCTIONAL ELEMENTS OF A CONVOY

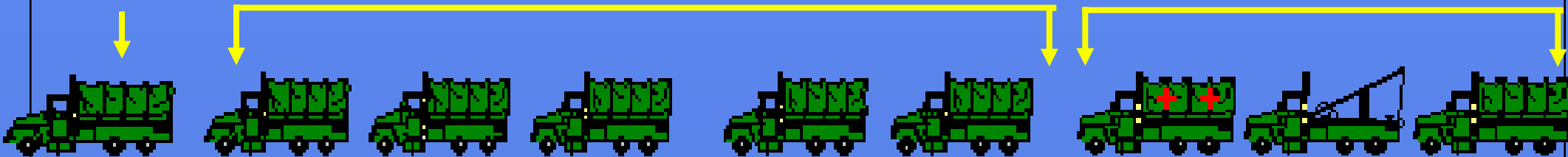
- Three functional elements:

(Pacesetter)

**Head**

**Main Body**

**Trail**





# CONUS HWY OPERATIONS



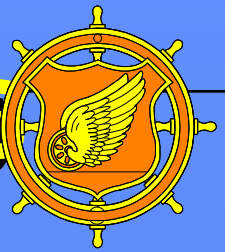
## HEAD

- The head is the first vehicle of each column, serial or march unit - normally slowest/heaviest vehicle (excluding oversize/overweight vehicles)
- The head carries the 'Pacesetter', who is responsible for:
  - Maintaining the rate of march set by the convoy commander (eg 45 mph)
  - Meeting set times at SP, RP and all CPs
  - Keeping the convoy on the proper route
  - Informing the convoy commander of any obstacles or hazards that may cause a deviation from the set route (such as road construction etc)

Ref: FM 4-01.0.11, pp.C-8

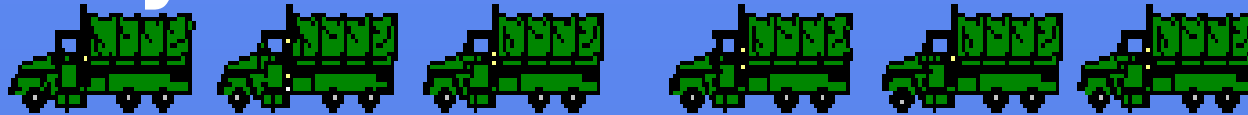


# CONUS HWY OPERATIONS



## MAIN BODY

- Main Body:
  - Largest part of convoy

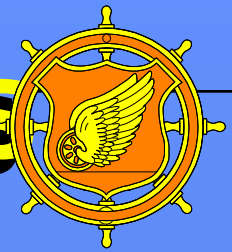


Follows pacesetter

Typically divided into serials & march units (each with own pacesetter) for easier control & management



# CONUS HWY OPERATIONS



TRAIL VEHICLES CONSIST OF  
THE FOLLOWING:



**FUEL  
VEHICLE**

**AMBULANCE**



**BOBTAIL**

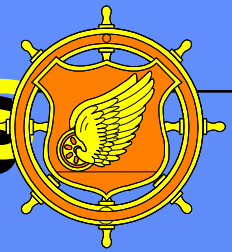
**WRECKER**



Ref: FM 4-01.011, p.C-7



# CONUS HWY OPERATIONS



## TRAIL OFFICER:

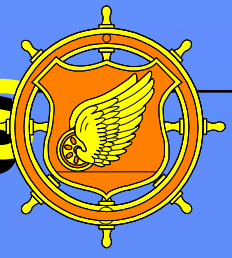
- At rear of march element
- Responsible for:
  - Checks and observes vehicles at SP
  - Keeps convoy commander informed of status of vehicles that fall out of the convoy (stragglers)
  - Oversees all maintenance, recovery, accident investigation, medical aid, and disposition of disabled equipment
- Picks up guides (used in



Ref: FM 4-01.0.11, pp.C-8/



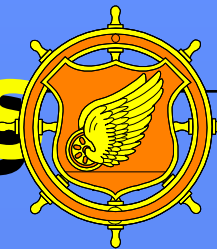
# CONUS HWY OPERATIONS



## CONVOY DOCUMENTATION



Here is the  
convoy  
documentation  
you  
requested,  
boss



# DD Form 1265 - Request for Convoy Clearance

# Front

DD FORM 1265, SEP 1998 (EG)

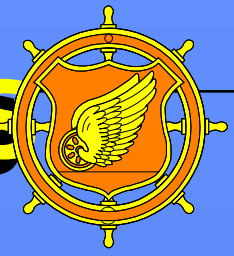
PREVIOUS EDITION IS OBSOLETE

Designed using Perform Pro, WHS/DIOR, Sep 98

# Back

DD FORM 1265 (BACK), SEP 1998





# DD Form 1266 - Request for Special Hauling

# Front

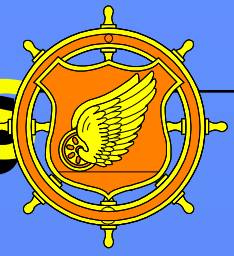
Designed using PerformPro, WHS/DIOR, Sep 98

# Back

DD FORM 1266 (BACK), SEP 1998



# CONUS HWY OPERATIONS



## DD Form 626: Motor Vehicle Inspection (Transporting Hazardous Materials)

- Vehicles must be inspected, deficiencies corrected & DD Form 626 completed before hazardous material is loaded

MOTOR VEHICLE INSPECTION (TRANSPORTING HAZARDOUS MATERIALS)											
<small>(Read instructions before completing this form.)</small>											
This form applies to all vehicles which must be marked or placarded in accordance with Title 49 CFR.											
1. GOVERNMENT BILL OF LADING/TRANSPORTATION CONTROL NUMBER											
SECTION I - DOCUMENTATION											
2. CARRIER GOVERNMENT ORGANIZATION											
3. DATE/TIME OF INSPECTION											
4. LOCATION OF INSPECTION											
5. OPERATOR(S) NAME(S)											
6. OPERATOR(S) LICENSE NUMBER(S)											
7. MEDICAL EXAMINER'S CERTIFICATE*											
8. (X if satisfactory at origin)											
9. CSA DECAL DISPLAYED ON COMMERCIAL EQUIPMENT*											
10. TYPE OF VEHICLE(S)											
11. VEHICLE NUMBER(S)											
12. PART INSPECTED (X as applicable)											
13. INSPECTION RESULTS (X one) ACCEPTED REJECTED											
14. SATELLITE MOTOR SURVEILLANCE SYSTEM: (X one) ACCEPTED REJECTED											
15. REMARKS											
16. INSPECTOR SIGNATURE (Origin)											
17. INSPECTOR SIGNATURE (Destination)											
SECTION III - POST LOADING INSPECTION											
18. LOADED IAW APPLICABLE SEGREGATION/COMPATIBILITY TABLE OF 49 CFR											
19. LOAD PROPERLY SECURED TO PREVENT MOVEMENT											
20. SEALS APPLIED TO CLOSED VEHICLE; TARPULIN APPLIED ON OPEN EQUIPMENT											
21. PROPER PLACARDS APPLIED											
22. SHIPPING PAPERS/DD FORM 836 FOR GOVERNMENT VEHICLE SHIPMENTS											
23. COPY OF DD FORM 626 FOR DRIVER											
24. SHIPPED UNDER DOT EXEMPTION 868											
25. INSPECTOR SIGNATURE (Origin)											
26. DRIVER(S) SIGNATURE (Origin)											
27. INSPECTOR SIGNATURE (Destination)											
28. DRIVER(S) SIGNATURE (Destination)											

# DD Form 836 Dangerous Goods Shipping Paper/Declaration and Emergency Response Information for Hazardous Materials Transported by Government Vehicles/Containers or Vessel

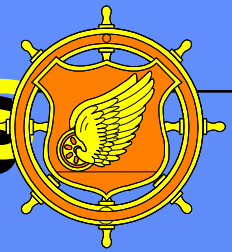
NOMENCLATURE:   MODEL NO.:		TCN NUMBER: SERIAL NO.:		BUMPER NO.			
SHIPPING PAPER AND EMERGENCY RESPONSE INFORMATION FOR HAZARDOUS MATERIALS TRANSPORTED BY GOVERNMENT VEHICLES							
THIS VEHICLE IS TRANSPORTING HAZARDOUS MATERIALS							
2a. LOCATION AND DATE PREPARED			b. DATE OF TRAVEL		c. PAGE OF PAGES		
TO BE COMPLETED BY THE UNIT OR SHIPPER T.O. OFFICE.							
3. CARGO							
PACKAGES		PROPER SHIPPING NAME <small>(Include RQ, Technical Names, Additional Information per §172.203 as required.)</small>		HC	UN OR ID NO.	PG	NET TOTAL QTY.
NUMBER a.	KIND b.	c.	d.	e.	f.	g.	TOTAL AMMO (NEW) h.
4. EMERGENCY NOTIFICATION. IN ALL CASES OF ACCIDENT, INCIDENT, BREAKDOWN OR FIRE, PROMPT NOTIFICATION MUST BE GIVEN TO:							
a. SHIPPER'S ADDRESS AND TELEPHONE NO. (List 24-hour telephone numbers):				b. CONSIGNEE			
FOR SAFE HAVEN/REFUGE, IMMEDIATELY CALL APPROPRIATE MTMC AREA HOTLINE LISTED BELOW: EASTERN/WESTERN UNITED STATES: 1-800-524-0331 NEW JERSEY ONLY: 1-800-642-1381							
24-HOUR EMERGENCY ASSISTANCE TELEPHONE NUMBERS DOD NON-EXPLOSIVE HAZARDOUS MATERIALS ONLY: 1-800-851-8061  TO CALL FROM A SHIP: 804-279-3166 (COLLECT)		DOD HAZARDOUS MATERIALS ONLY COLLECT CALL A MILITARY OPERATIONS CENTER - COLLECT 703-697-0218/0219  ASK FOR THE WATCH OFFICER		NATIONAL RESPONSE CENTER (NRC) 1-800-424-8802 TO CALL FROM A SHIP: 202-267-2675 (COLLECT)  DOD RADIOACTIVE MATERIAL ONLY - COLLECT: 309-782-3510 ASK FOR STAFF DUTY OFFICER			
4c. COPY OF EMERGENCY GUIDE NUMBER(S)				ATTACHED.			
5. REMARKS							
6. CERTIFICATION THIS IS TO CERTIFY THAT THE HEREIN NAMED MATERIALS ARE PROPERLY CLASSIFIED, DESCRIBED, PACKAGED, MARKED, AND							

<b>EMERGENCY RESPONSE INFORMATION</b>	
<p>Guide Numbers 112 and 114 from the U.S. Department of Transportation North American Emergency Response Guide Book (RSPA P 5800.7) are reproduced herein. These guides are applicable to Hazard Class 1 Materials (Explosives).</p> <p>Mark an X in the appropriate box:</p> <div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;"> <input type="checkbox"/> <b>USE GUIDE 112 FOR EXPLOSIVES:</b>  <b>(1.1), (1.2), (1.3), (1.5) or (1.6) Class A or B</b> </div> <div style="text-align: center;"> <input type="checkbox"/> <b>USE GUIDE 114 FOR EXPLOSIVES:</b>  <b>(1.4) Class C</b> </div> </div> <p>For all other hazardous materials or substances, annotate appropriate Emergency Response Guide Book Guide Number in the block below, and attach a copy of the guide number page or pages.</p>	
<p><b>GUIDE 112</b></p> <p><b>POTENTIAL HAZARDS</b>  <b>FIRE OR EXPLOSION:</b>  <b>MAY EXPLODE AND THROW FRAGMENTS 1600 METERS (1 MILE) OR MORE IF FIRE REACHES CARGO.</b></p> <p><b>HEALTH HAZARDS:</b>  Fire may produce irritating, corrosive and/or toxic gases.</p> <p><b>PUBLIC SAFETY:</b>  CALL Emergency Response Telephone Number on Shipping Paper first. If Shipping Paper not available or no answer,  <b>CALL CHEMTREC AT 1-800-424-9300.</b></p> <ul style="list-style-type: none"> <li>- Isolate spill or leak area immediately for at least 500 meters (330 feet) in all directions. Move people out of scene and away from windows.</li> <li>- Keep unauthorized personnel away and stay upwind.</li> <li>- Ventilate closed spaces before entering.</li> </ul>	<p><b>GUIDE 114</b></p> <p><b>POTENTIAL HAZARDS</b>  <b>FIRE OR EXPLOSION:</b>  <b>MAY EXPLODE AND THROW FRAGMENTS 500 METERS (1/3 MILE) OR MORE IF FIRE REACHES CARGO.</b></p> <p><b>HEALTH HAZARDS:</b>  Fire may produce irritating, corrosive and/or toxic gases.</p> <p><b>PUBLIC SAFETY:</b>  CALL Emergency Response Telephone Number on Shipping Paper first. If Shipping Paper not available or no answer,  <b>CALL CHEMTREC AT 1-800-424-9300.</b></p> <ul style="list-style-type: none"> <li>- Isolate spill or leak area immediately for at least 100 meters (330 feet) in all directions. Move people out of line of sight of the spill or leak area away from windows.</li> <li>- Keep unauthorized personnel away and stay upwind.</li> <li>- Ventilate closed spaces before entering.</li> </ul> <p><b>WEAR PROTECTIVE CLOTHING:</b></p> <ul style="list-style-type: none"> <li>- Wear positive pressure self-contained breathing apparatus (SCBA), and Structural firefighters' protective clothing if only provide limited protection.</li> </ul> <p><b>EVAUATION:</b>  <b>LARGE SPILL:</b>  <b>Consider initial evacuation for 250 meters (800 feet) in all directions.</b></p> <p><b>FIRE:</b></p> <ul style="list-style-type: none"> <li>- If rail car or trailer is involved in a fire, ISOLATE for 500 meters (1/3 mile) in all directions; also, initiate evacuation including emergency responders for 300 meters (1/3 mile) in all directions.</li> </ul> <p><b>CARGO MAY EXPLODE!</b></p> <ul style="list-style-type: none"> <li>- Stop all traffic and clear the area for at least 500 meters (1/3 mile) in all directions and let burn. Do not move cargo or vehicle if cargo has been exposed to heat.</li> </ul> <p><b>TIRE OR VEHICLE FIRES:</b></p> <ul style="list-style-type: none"> <li>- Use plenty of water - FLOOD IT! If water is not available, use CO2, dry chemical or dirt. If possible, and WITHOUT RISK, use unmanned hose holders or monitor nozzles from maximum distance to prevent fire from spreading to cargo area.</li> <li>- Pay special attention to tire fires as re-ignition may occur. Stand by with extinguisher ready.</li> </ul> <p><b>SPILL, OR LEAK:</b></p> <ul style="list-style-type: none"> <li>- ELIMINATE ALL ignition sources (no smoking, flares, sparks or flames in immediate area).</li> <li>- All equipment used when handling the product must be grounded. Do not touch or walk through spilled material.</li> <li>- DO NOT OPERATE RADIO TRANSMITTERS WITHIN 100 METERS (330 feet) OF ELECTRIC DETONATORS.</li> <li>- DO NOT CLEAN UP OR DISPOSE OF, EXCEPT UNDER SUPERVISION OF A SPECIALIST.</li> </ul> <p><b>FIRST AID:</b></p> <ul style="list-style-type: none"> <li>- Move victim to fresh air. Call emergency medical care.</li> <li>- Apply artificial respiration if victim is not breathing.</li> <li>- Administer oxygen if breathing is difficult.</li> <li>- Remove and isolate contaminated clothing and shoes.</li> <li>- In case of contact with substance, immediately flush skin or eyes with running water for at least 20 minutes.</li> <li>- Ensure that medical personnel are aware of the material(s) involved, and take precautions to protect themselves.</li> </ul> <p><b>SUPPLEMENTAL INFORMATION</b></p>





# CONUS HWY OPERATIONS



## DA Form 5748-R

### Shipment Unit Packing List and Load

## Diagram

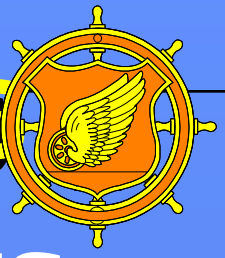
SHIPMENT UNIT PACKING LIST AND LOAD DIAGRAM			FOR		
For use of this form see DA Form 5748-R, the program agency is: TH-000					
1. ORIGINATOR		2. LOCATION	3. TO/COM/NAME		
4. ORIGINATOR'S		5. DISPATCH			
6. UNIT	7. UNIT	8. UNIT	9. LOCATION		
10. UNIT	11. UNIT	12. UNIT			
13. REMARKS					
14. UNIT	15. UNIT	16. UNIT	17. UNIT	18. UNIT	19. UNIT

Front

Back



# CONUS HWY OPERATIONS



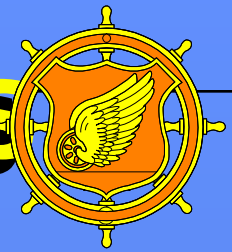
## LOGISTICS REQUIREMENTS

- Command Responsibility
- All logistical requirements should be arranged prior to convoy movement (see Convoy Commander's Checklist at pp.C-17/19), and could include:
  - Maintenance
  - Billeting
  - Escorts
  - Medical

Ref: FM 40-10-11 (pp.C-17/19)  
Refueling (Limitations of equipment)



# CONUS HWY OPERATIONS



## COMMUNICATIONS

- Radio principal means (consider placement, distance, orders)
- Visual Communication: Hand and arm signals, flags, headlights, message boards
- Audio Signals: Horns, whistles, loudspeakers

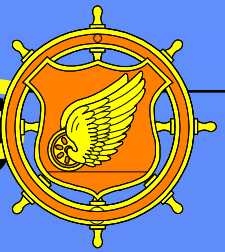
Ref: FM 4-01.011, p.C-9/10







# CONUS HWY OPERATIONS



## SAFETY

- **Safety concerns:**
  - Drivers and leaders obey signals and orders
  - Proper safety awareness and enforcement
  - Vehicles maintain pace
  - Proper interval maintained ('4 second rule')





# CONUS HWY OPERATIONS



## SAFETY (CONT)

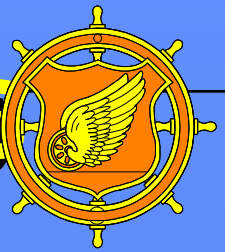


- Headlights of all vehicles on low beam at all times (including when halted on road shoulders)
- When halted on road shoulders, vehicles equipped with emergency flasher systems must also have these lights operating
- When moving at night or during periods of reduced visibility, lead, trail, and oversize/overweight

**Ref: FM 4-01.011, per CHL 13** will operate hazard lights



# CONUS HWY OPERATIONS



## SAFETY (CONT)

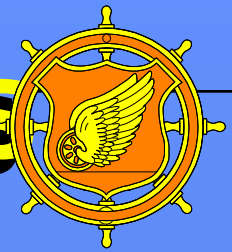


- Each vehicle must have:
- A fire extinguisher suitable for a petroleum fire
  - A first aid kit
  - A set of tire chains (when snow or ice conditions may be encountered)
  - A highway warning kit

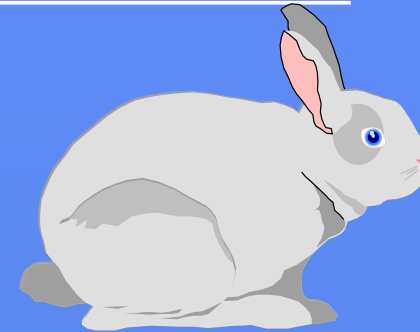
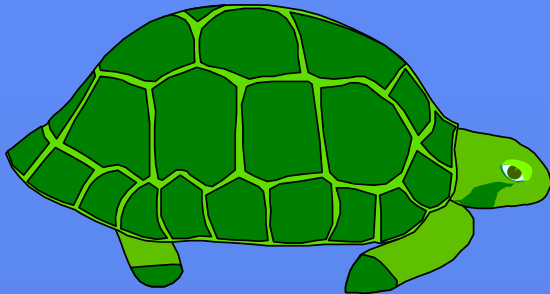
**Ref: FM 4-01.011, p.C-13**



# CONUS HWY OPERATIONS



## CONVOY CONTROL MEASURES SPEED



Convoy Speed: eg 45 mph

Catchup Speed: eg 50 mph

## SPACING



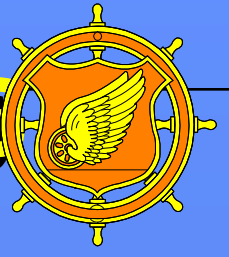
Vehicle interval: eg 100 yards



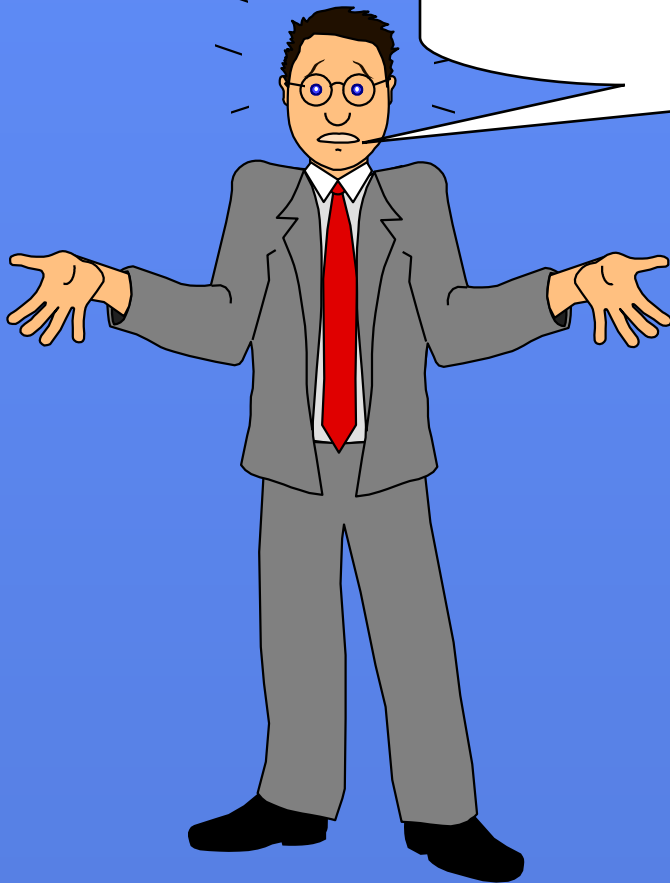
Time gap between march elements: eg 10 min



# CONUS HWY OPERATIONS



**Which convoy is correctly spaced?**







04 13 03  
14 03



# CONVOY FORMATIONS

## Close Column

- Vehicle intervals: 25 - 50 meters
- Speed: < 25mph
- Greatest degree of control
- Used in limited visibility,



## Open Column

- Vehicle intervals: 100 meters +
- Speed: > 25mph
- Preferred formation
- Used on well marked open



**Both are correctly spaced!**

**Infiltration:** No defined structure, variable intervals and speed. Not normally used except as last resort in extremely congested areas or when the mission dictates

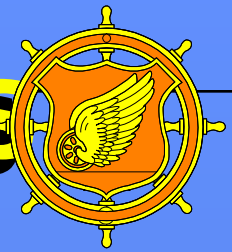
# CONVOY ROUTE PLANNING







# CONUS HWY OPERATIONS



## ROUTE

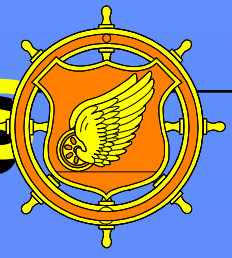
## RECONNAISSANCE

- Not limited to tactical operations
- Must be done ~~prior to any convoy movement~~
- Type of reconnaissance dependent on time and resources available
- Three types:
  - Map reconnaissance
  - Ground reconnaissance
  - Air reconnaissance
- Permanent Reconnaissance Record (conducted by qualified personnel) may be available from the ITO for commonly traveled routes





# CONUS HWY OPERATIONS



## MAP RECONNAISSANCE

- Should always be conducted prior to a highway movement
- Much information can be obtained from maps including:
  - Road surface
  - Type of terrain
  - Obstacles
  - Critical points
  - Distances





# CONUS HWY OPERATIONS



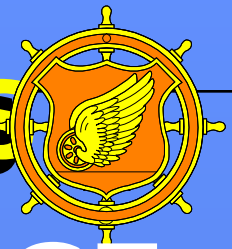
## GROUND

- Should RECONNAISSANCE map reconnaissance is complete
- Most effective type of reconnaissance
- Provides 'real' information





# CONUS HWY OPERATIONS



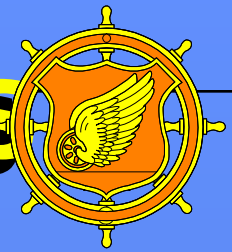
## AERIAL RECONNAISSANCE

- Utilized when ground reconnaissance is not possible or for a last minute look at the route
- Provides excellent overview of surface route
- Limited route data



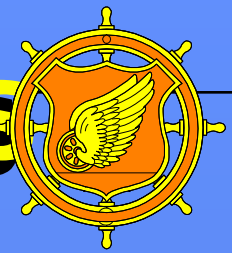


# CONUS HWY OPERATIONS



## START POINT

- Convoy commander (SP) assumes active control of march column at the start point (SP)
- Convoy passes start point at established rate of march and vehicle interval.
- Start point should be a point on the route that is easily recognizable on both a map and the ground



**(CRP)**

- Released from active control of convoy commander (set rate of march and vehicle interval) after passing through the RP
- A common point from which the vehicles in a march column with different destinations can be released to continue their
- ~~units~~ units meet their units at the RP & lead them to their designated area
- The RP should be easily recognizable on both a map and the ground

**Ref: FM 4-01.011, p.C-5**



# CONUS HWY OPERATIONS



## CHECKPOINTS

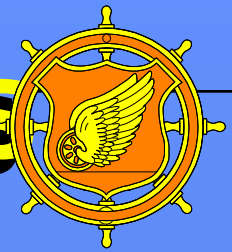
- Designated checkpoints (CP) along the route are an effective method of
- Convoy control should be easily recognizable features and are
- Checkpoints should respond to checkpoints on strip map given to each
- driver checkpoints are used to report the convoy location to command & control headquarters

Ref: FM 4-01.011, p.C-5

TRANSPORTATION CORPS



# CONUS HWY OPERATIONS



## CRITICAL POINTS

- Critical points that may slow convoy progress should be considered by the convoy commander. They include:
  - Toll
  - roads
  - Bridges
  - Overpasses / Underpasses
  - 
  - Constriction
  - Sharp turns

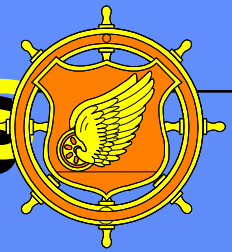
Ref: FM 4-01.011, p.C-5

TRANSPORTATION CORPS





# CONUS HWY OPERATIONS



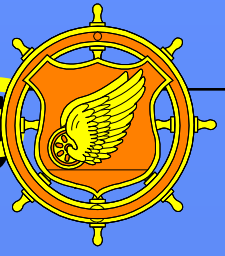
## HALTS

- Halt locations should be selected in advance
- Halts for rest, refueling, mess and maintenance
- Rest halts scheduled for 15 minutes end of the first hour & 10 minutes every two hours thereafter
- Key points for rest halts
  - Check on loads during rest halts
  - Refuel at meal halts if necessary

Ref: FM 4-01.011, pp.C-14/15



# CONUS HWY OPERATIONS



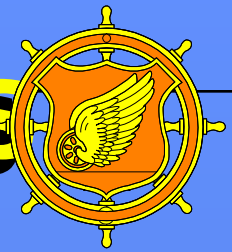
## ROUTE CONSIDERATIONS

- An alternate route should be identified
- Location of medical facilities & telephones should be noted



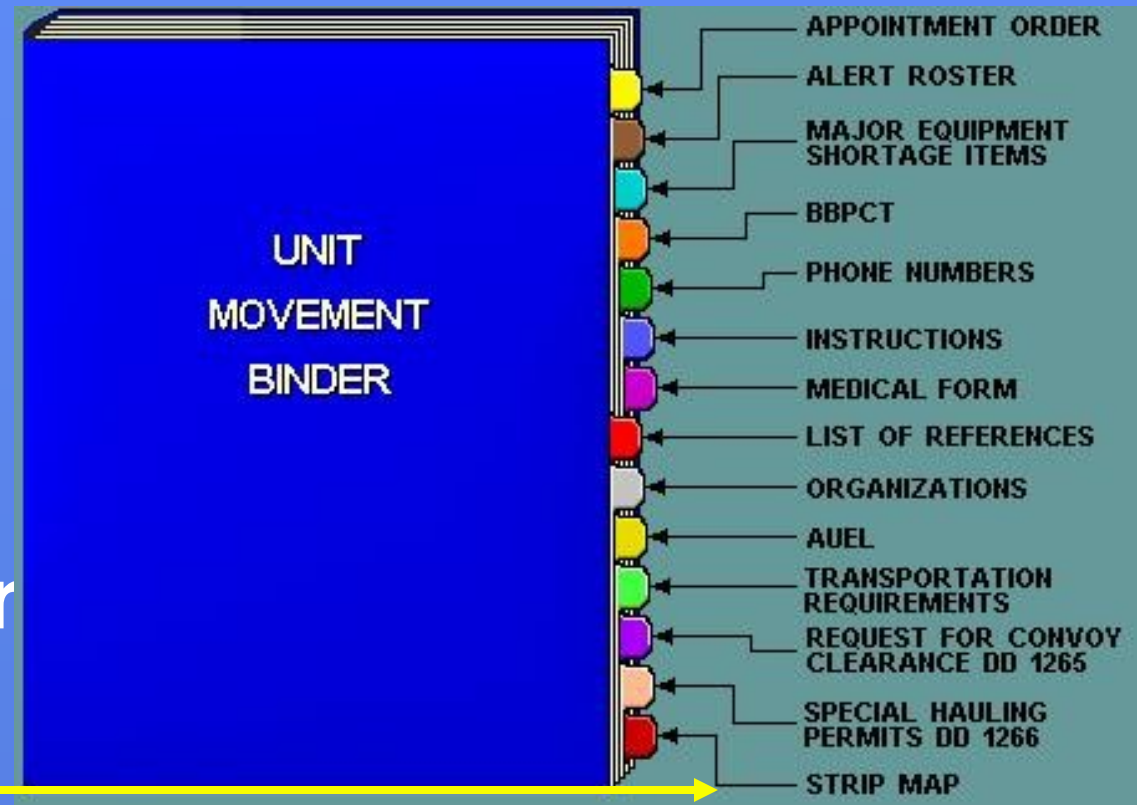


# CONUS HWY OPERATIONS



## STRIP MAPS

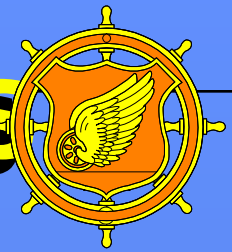
- Strip maps are issued to each driver & other key personnel involved with the convoy
- Strip maps can be included as an appendix to the unit movement plan







# CONUS HWY OPERATIONS



## STRIP MAP

- A strip map is a graphical representation of the route the convoy will travel
- The strip map need not be drawn to scale, but must include the following elements:

Start point

Major cities & towns

Release point

Critical points & check

Rest/halt areas

points  
Distance between

Routes

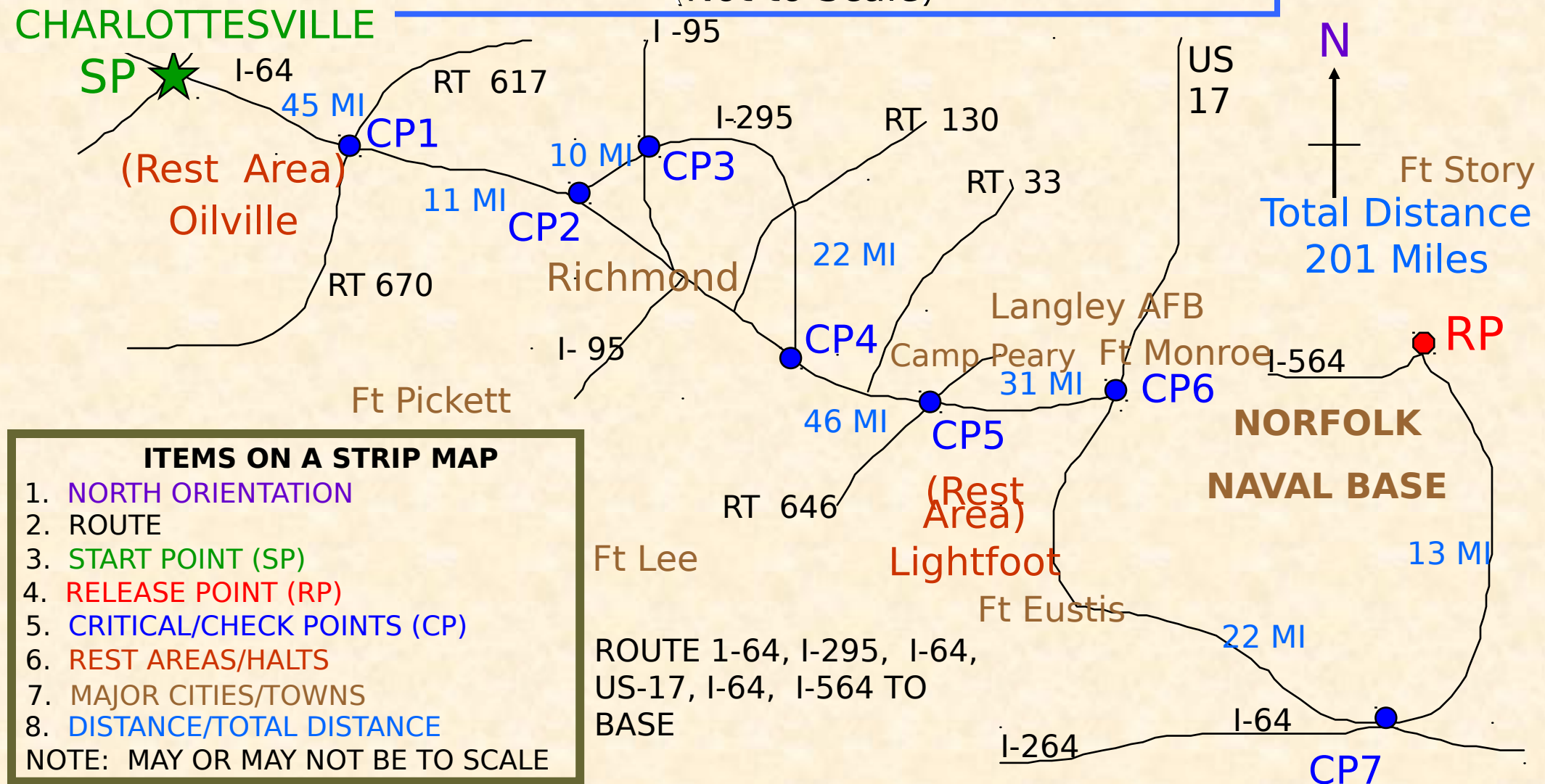
checkpoints  
North

Ref: FM 4-01.011, p.C-6

orientation

(Not to Scale)

**Ref: FM 4-01.011, p.**

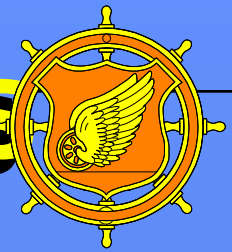


# CONVOY ACTIVITIES





# CONUS HWY OPERATIONS



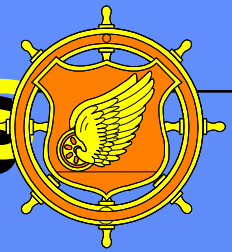
## UNIT MOTOR

- Unit should complete as many preparations as possible at motor pool area
  - Check convoy documentation
  - Check radios and frequency
  - Check vehicle maintenance
  - Check secondary loads
  - Check protective covers & lashing





# CONUS HWY OPERATIONS

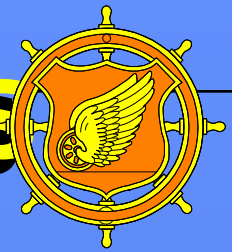


## INSTALLATION STAGING AREA

- Many installations (ISA) provide a large area for convoy staging
- Where the deploying unit's equipment is inspected after it has departed their unit's motor pool
- Vehicles staged in convoy order
- Where final preparation and external checks are conducted



# CONUS HWY OPERATIONS



## ISA PRE-MOVEMENT

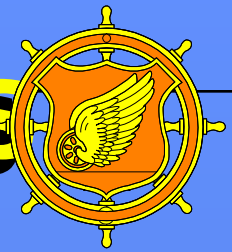
### COORDINATION

- UMC or Deployment Support Brigade personnel inspect following:
  - Secondary loads for stowage, bracing, covers & lashing
  - Safety equipment and Basic Issue Items present
  - ~~Vehicle~~ weight
  - Maintenance, tires, fluids & leaks
  - HAZMAT stowage & documentation
  - Documentation & vehicle marking

Ref: FM 4-01.011, p.C-13



# CONUS HWY OPERATIONS

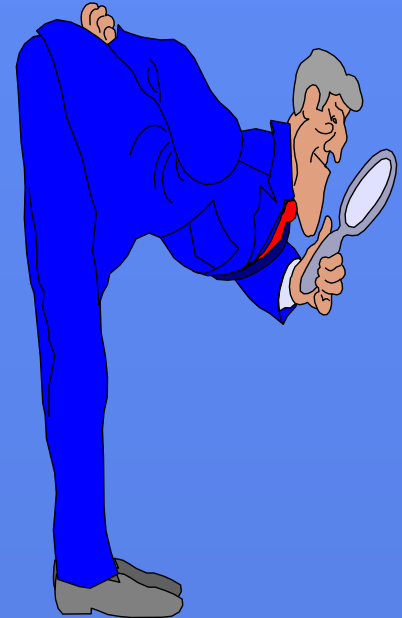


## DRIVER PREPARATION

Checked for:

- Driver and assistant driver have a valid operators license and required endorsement if carrying HAZMAT
- Have enough experience to operate vehicle safely on public highways
- Aware of route and convoy speed/spacing
- 8 hours of rest within 12 hours before the convoy departs

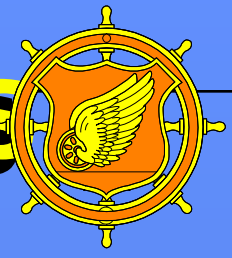
Ref: FM 4-01.011, p.C-13







# CONUS HWY OPERATIONS



## CONVOY COMMANDER'S BRIEFING

- Convoy organization and vehicle assignments
- Control measures (timings/speeds/spacing etc) and actions on (breakdown, separated from convoy etc)
- Distribute strip map
- See check list on page C-13/14 and sample

Ref: FM 4-01.011 p. C-13/14 20/21  
Briefing on page C-20/21



# CONUS HWY OPERATIONS



## ACCIDENTS!



- Minimize effects and keep convoy moving
- Only vehicle immediately behind should stop and render assistance
- First aid
- Report accident to civilian police - do not move damaged vehicle until civil police investigation completed
- Recover vehicle if required
- Complete accident report

**Ref: FM 4-01.011, p.C-15**



# CONUS HWY OPERATIONS



## ENROUTE REPORTING

- During peacetime, convoys will not normally be required to report movement progress
- During mobilization and for selected exercises, special instructions incorporated into the CMO will direct the convoy commander to report to the appropriate SMCC upon departure, at selected locations enroute, and upon arrival



Ref: FORSCOM/ARNG 55-1, p.49

- Primary means of enroute reporting

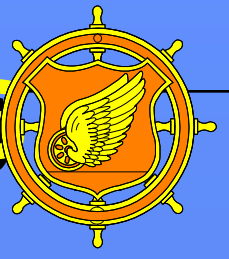
# SUMMARY







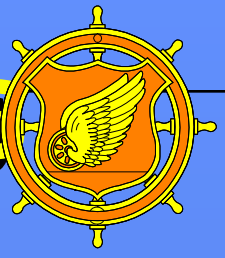
# CONUS HWY OPERATIONS



On  
Learnin  
g



# CONUS HWY OPERATIONS



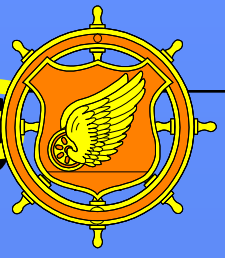
## On Learnin g

**Question 1:** What are the three types of route reconnaissance?

**Answer 1:** Map, ground or aerial route reconnaissance.



# CONUS HWY OPERATIONS



## On Learnin

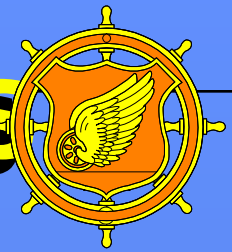
**Question 2:** What is the common location from which convoy elements or vehicles are released from the active control of the convoy commander?

**Answer 2:** The Release Point (RP).





# CONUS HWY OPERATIONS



On  
Learnin

g

**Question 3:** True or False: Drivers must have 4 hours sleep just before the convoy departs?

**Answer 3:** False. Drivers and Assistant Drivers must have had 8 hours rest in the 12 hours before the convoy departs.

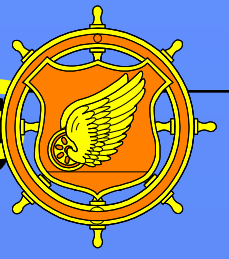
# LET'S REVIEW



7 12'00



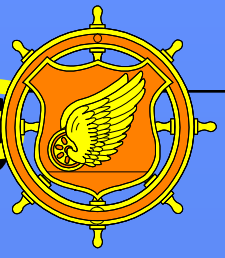
# CONUS HWY OPERATIONS



 On  
Review  
W



# CONUS HWY OPERATIONS



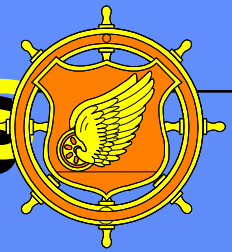
## On Review

**Question 1:** Under what circumstances would a DD form 1266, Request for Special Hauling Permit, be submitted?

**Answer 1:** If vehicles in your convoy are either oversize or overweight.




# CONUS HWY OPERATIONS



On

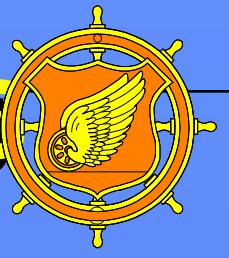
Review

**Question 2:**  What subordinate commander within the convoy is responsible for maintaining the rate of march, leading the convoy on the proper route and where is this individual located?

**Answer 2:** The 'pacesetter' rides in the first vehicle in the convoy and maintains the rate of march.



# CONUS HWY OPERATIONS



On  
Review

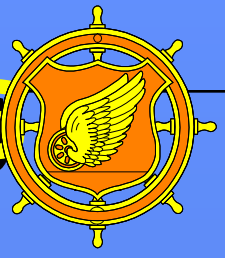
**Question 3:** What are two common organizational elements of a march column?

**Answer 3:** Serial and March Units.





# CONUS HWY OPERATIONS



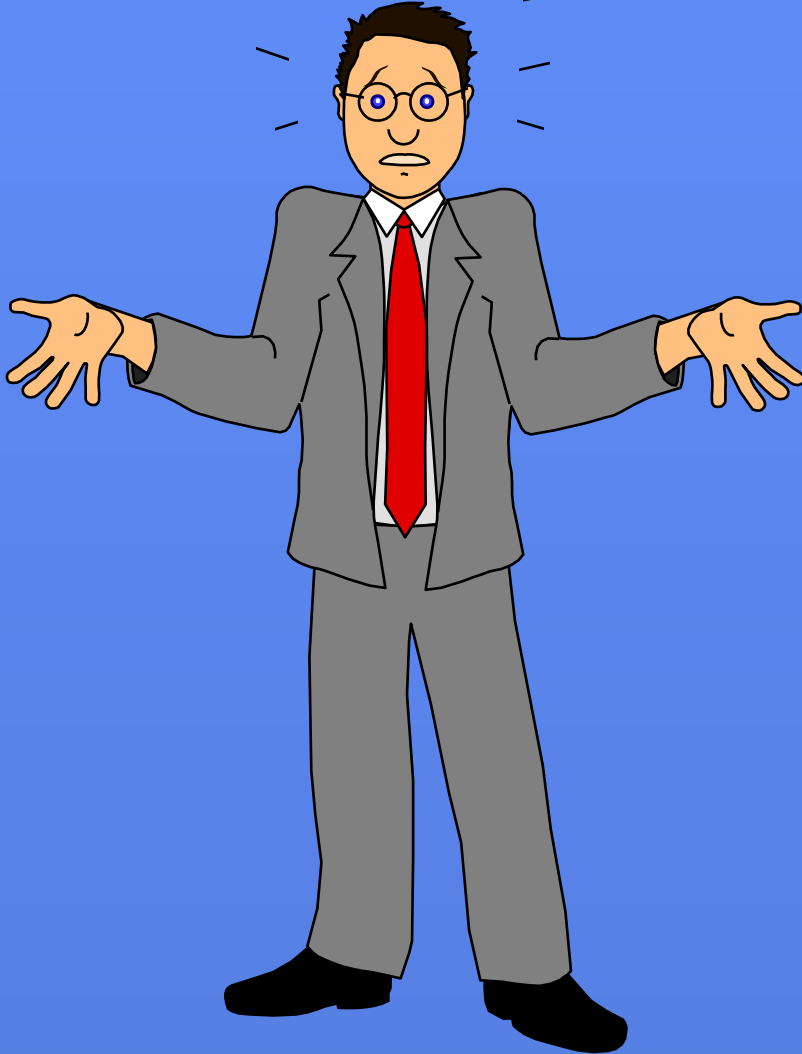
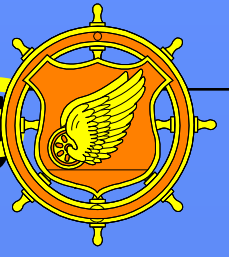
On  
Review

**Question 4:** Who has overall responsibility for the logistical and safety requirements of a convoy?

**Answer 4:** The Convoy Commander.



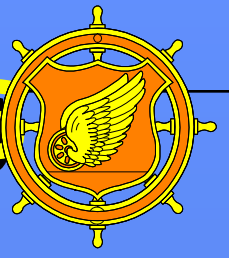
# CONUS HWY OPERATIONS



*QUESTION  
S ???*



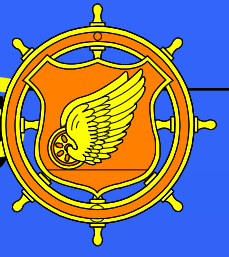
# CONUS HWY OPERATIONS



What's Coming



# CONUS HWY OPERATIONS



**Break**



**10 mins**